



National Transportation Safety Board Aviation Accident Data Summary

Location:	BISMARCK, ND	Accident Number:	DEN86LA017
Date & Time:	11/01/1985, 1600 CST	Registration:	N3663K
Aircraft:	BEECH A36TC	Injuries:	2 Minor
Flight Conducted Under:	Part 91: General Aviation - Business		

Analysis

SHORTLY AFTER TAKEOFF, THE PLT OF THE BEECH A36TC ACFT ACTIVATED WHAT HE BELIEVED WAS THE FLAP RETRACTION LEVER, AND THE ENG QUIT. THE PLT MADE A FORCED LANDING APRX 1000 FT FROM THE RWY DEPARTURE END. DURING THE INVESTIGATION, THE ENG WAS STARTED AND FUNCTIONED NORMALLY, UNTIL THE EMERG FUEL PUMP (EFP) SWITCH WAS ACTIVATED, WHICH RESULTED IN THE ENG QUITTING DUE TO FLOODING. THIS STEP WAS REPEATED SEVERAL TIMES WITH THE SAME RESULTS. THE EFP SWITCH AND FLAP RETRACTION LEVER ARE APRX TWO INCHES APART.

Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

Findings

Occurrence #1: LOSS OF ENGINE POWER(TOTAL) - MECH FAILURE/MALF
Phase of Operation: TAKEOFF - INITIAL CLIMB

Findings

1. (F) FUEL SYSTEM - INCORRECT
2. (C) FUEL BOOST PUMP SELECTOR POSITION - INADVERTENT USE - PILOT IN COMMAND
3. (F) ACFT/EQUIP,INADEQUATE CONTROL LOCATION - MANUFACTURER

Occurrence #2: FORCED LANDING
Phase of Operation: TAKEOFF - INITIAL CLIMB

Findings

4. LIGHT CONDITION - DAYLIGHT

Occurrence #3: HARD LANDING
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

5. AIRPORT FACILITIES,RUNWAY/LANDING AREA CONDITION - ROUGH/UNEVEN
6. (F) STALL - INADVERTENT - PILOT IN COMMAND

Pilot Information

Certificate:	Commercial	Age:	53
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Instrument Rating(s):	Airplane
Other Aircraft Rating(s):	None	Instructor Rating(s):	None
Flight Time:	702 hours (Total, all aircraft), 241 hours (Total, this make and model), 26 hours (Last 90 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	BEECH	Registration:	N3663K
Model/Series:	A36TC A36TC	Engines:	1 Reciprocating
Operator:		Engine Manufacturer:	CONTINENTAL
Operating Certificate(s) Held:	None	Engine Model/Series:	TSIO-520-UB
Flight Conducted Under:	Part 91: General Aviation - Business		

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	BIS, 1671 ft msl	Weather Information Source:	Weather Observation Facility
Lowest Ceiling:	None / 0 ft agl	Wind Speed/Gusts, Direction:	7 knots / , 210°
Temperature:	9°C	Visibility	12 Miles
Precipitation and Obscuration:			
Departure Point:		Destination:	DICKINSON, ND (DIK)

Airport Information

Airport:	BISMARCK MUNICIPAL (BIS)	Runway Surface Type:	Dirt; Grass/turf
Runway Used:	31	Runway Surface Condition:	Dry
Runway Length/Width:			

Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Substantial
Passenger Injuries:	1 Minor	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Latitude, Longitude:			

Administrative Information

Investigator In Charge (IIC): RONALD E MICKLE

Adopted Date:

Investigation Docket: NTSB accident and incident dockets serve as permanent archival information for the NTSB's investigations. Dockets released prior to June 1, 2009 are publicly available from the NTSB's Record Management Division at pubinq@ntsb.gov, or at 800-877-6799. Dockets released after this date are available at <http://dms.nts.gov/pubdms/>.

The National Transportation Safety Board (NTSB), established in 1967, is an independent federal agency mandated by Congress through the Independent Safety Board Act of 1974 to investigate transportation accidents, determine the probable causes of the accidents, issue safety recommendations, study transportation safety issues, and evaluate the safety effectiveness of government agencies involved in transportation. The NTSB makes public its actions and decisions through accident reports, safety studies, special investigation reports, safety recommendations, and statistical reviews.

The Independent Safety Board Act, as codified at 49 U.S.C. Section 1154(b), precludes the admission into evidence or use of any part of an NTSB report related to an incident or accident in a civil action for damages resulting from a matter mentioned in the report.